



IRC MED CHALLENGE

Mediterranean Commodores' Cup

1st edition

Notice of race

from 7th to 13th of September 2009

BARCELONA

Organizing authorities : UNCL and RCNB

With the support of the RANC and the FNOB

Official measurement rule: I.R.C.

Entries and information:

UNCL

Tel. + 33 (0)1 46 04 17 80 Fax. + 33 (0)1 46 04 17 73

Mail : uncl@uncl.com

www.uncl.com





1. INTRODUCTION

The IRC MED CHALLENGE, Mediterranean Commodores' Cup, is an international offshore race solely for Clubs racing under the IRC measurement rule (Endorsed IRC Certificates). This is a biannual event.

The event will be held from Monday 7th to Sunday 13th September 2009 in Barcelona (Spain).

The UNCL and RCNB are co-organizing the event, with the backing of the RANC, the RFEV (Real Federacion Española de Vela), the FCV (Federacion Catalana de Vela) and the support of the FNOB.

The Organizing Committee is made up of the following:

UNCL Union Nationale pour la Course au Large,
Face au 36 quai Alphonse Le Gallo,
92100 Boulogne (France)

RCNB Real Club Nautico de Barcelona,
Muelle de España - 08039 Barcelona (Spain)

RANC Real Asociación Nacional de Cruceros,
Edificio "EL FAR" - Oficina 10, C/ Escar, 6-8,
08039 Barcelona (Spain)

FNOB Fundacion per la Navigacio Oceanica de Barcelona,
consorci El FAR, c/Escar 6-8, planta 1
08039 Barcelona (Spain)

UVAI Unione Vela Altura Italiana,
Via Lutezia 2 - 00198 Roma (Italy)

PROPIRC Association des Propriétaires de Bateaux Jaugés IRC,
Face au 36 quai Alphonse Le Gallo,
92100 Boulogne (France)

2. SCHEDULE

All times stated are local time UT + 2

Monday 7 th Sept	10h00 time limit for boats to arrive in Barcelona Registration and inspection Briefing for skippers and navigators Opening evening event
Tuesday 8 th Sept	Registration and inspection
Wednesday 9 th Sept	2 races 10 to 12 miles long (Weighting factor: 1 per race)



	First warning signal from 11h30
Thursday 10 th Sept	2 races 10 to 12 miles long (Weighting factor: 1 per race) First warning signal from 11h30
Friday 11 th Sept	1 offshore race of 24H/36H (Weighting factor: 2) First warning signal from 12h00
Saturday 12 th Sept	Finish of the offshore race Dinner 20h00 offered by the FNOB
Sunday 13 th Sept	1 race 10 to 12 miles long (Weighting factor: 1) First warning signal from 12h00 16h00: prize-giving & closing ceremony

The Race Committee reserves the right to amend the programme should the meteorological conditions make it necessary.

3. APPLICABLE RULES

3.1 Advertising: Code 20 of the ISAF Rules 20.3.1.2. and 20.4.1 shall apply. The organization may require boats to affix stickers of the event on the bows of the hull and to display a race flag on the backstay until the end of the event. Competitors cannot protest any such request. Only the Race Committee may take action in respect of this rule.

3.2 Racing shall be governed by the texts currently in force of the following documents:

3.2.1 The International Sailing Federation (ISAF) Racing Rules of Sailing 2009/2012, hereinafter referred to as the RRS. Appendix D « Team Racing Rules » shall not apply.

3.2.2 The ISAF Sailor Classification Code.

3.2.3 Part B of the International Rules to Prevent Collisions at Sea (COLREG),

3.2.4 The *IRC 2009* measurement rule. For the purposes of IRC Rule 26.1.5(d) and (e), the IRC MED Challenge, Mediterranean Commodores' Cup shall be considered as a race being run over several days. Sails may be inspected during the event by drawing lots.

3.2.5 The OSR Category 3 edition 2009 with liferaft for the number of people on board for all races.

3.2.6 Notice of Race.



3.2.7 Sailing Instructions available no later than 27th August 2009.

3.3 Official languages are French and Spanish (Castilian). In the event of a dispute, the French text shall prevail. Translations of the Notice of Race and the Sailing Instruction shall serve a guide only.

3.4 Amendments to the Notice of Race shall be displayed on the UNCL website (www.uncl.com), under the heading IRC MED CHALLENGE and sent by e-mail to clubs which have entered a Challenge and to representatives of owners of the boats in the Challenges.

4. INTERNATIONAL JURY

An International Jury shall be formed in accordance with Appendix N. There shall be no appeal against the Jury's decisions, see RRS 70.5.

The composition of the International Jury shall be set out in the Sailing Instructions.

5. CHALLENGES - CLASSES ADMITTED

5.1 Challenges

The Challenges shall be set by the Clubs on the official entry form attached in Appendix 1.

The Organizing Committee shall accept 4 Challenges per Club per country in the order in which applications for entry are received. Further, the UNCL and the RCNB shall be entitled to one Challenge each.

The Organizing Committee reserves the right to accept late applications for Challenge entries.

The final list of boats entered in the Challenges shall be sent no later than 31st July 2009.

5.2 Classes admitted

A Challenge consists of 3 boats, one from each of the classes below:

- Class A : TCC from 1.110 to 1.225 with a DLR < 200
- Class B : TCC from 1.060 to 1.109 with a DLR < 200
- Class C : TCC from 1.020 to 1.059 with a DLR < 230

Each boat shall have a currently valid Endorsed 2009 IRC certificate.



6. ENTRIES

6.1 Entries

Dates for entries: du 15th April to 31st July 2009 at 19H00.

Applications for entry are to be made using the entry form attached in Appendix 2, one entry form for each boat.

Owners or their representatives must send their application for entry to the UNCL at the following address:

Centre Nautique Paris Boulogne – Face au 36 quai Alphonse Le Gallo – 92100 – Boulogne Billancourt, France.

Tel + 33 (0)1 46 04 17 80 fax + 33 (0)1 46 04 17 73

sviant@uncl.com et irc@uncl.com

6.2 Acceptance of Challenges

The Organizing Committee will have 15 days to accept the Challenge and to notify the Club and the boats.

They must then pay 50% of the amount of the entry fee to the RCNB by bank transfer to the following account:

BANCO Sabadell Atlantico – Agencia Pla de Palau – BARCELONA

Account N°: 0081-0163-61-0001988006

Entry fees are as follows:

- Class A : 900 €
- Class B : 600 €
- Class C : 400 €

The entry fee includes the cost of the berth in Barcelona from 29th August to 19th September 2009.

The 50% remaining due of the entry fee must be credited to the RCNB no later than 31st July 2009.

The Organizing Committee reserves the right to accept a late entry. In such cases, the entry fee shall be increased by 30%.

7. IRC certificates

Endorsed IRC certificates must be received by the UNCL no later than midnight on 27th August 2009. After that date, no change may be made without the express consent of the Race Committee following a report to the IRC calculation Centre of the UNCL.



Protests by a competitor relating to the measurement rules of another boat shall not be heard beyond the time limit for lodging protests of race n°2. This modifies RRS 60.1.

8. REPLACEMENT BOATS

Replacement boats may be accepted until 27th August 2009 at the discretion of the Organizing Committee. After that date, no replacement may be accepted but a Challenge may submit a request to the International Jury for authorization to participate in the event with fewer than 3 boats.

9. CREW

9.1 Crew list

Provisional crew lists shall be sent with the application for entry. Nationality, ISAF code and ISAF identification, together with the licence number where necessary, shall be stated for each person.

Final crew lists shall be submitted no later than 1st September 2009 with the details set out above.

Crew lists will be published on the website UNCL.com/IRC MED CHALLENGE as soon as possible.

Each crew member (including the skipper) must comply with the rules of his country. A medical certificate or a licence bearing a doctor's stamp (where the National Authority requires a licence) must be presented with the crew list.

9.2 Number of people on board/Changes to crew lists

The number of people on board shall remain constant the event, the maximum number of people being as indicated on the IRC certificate.

A change in crew may be accepted by way of exception by the Race Committee. The eligibility criteria must be complied with. The Race Committee may request that compliance be certified in writing.

Crew members from one Challenge may change from one boat to another without any penalty so long as the eligibility and entry criteria are satisfied. A written list of those present on board each day and for each race shall be handing in to the Race Office before 10h00 on the day concerned.

9.3 Protests: 8th September at 14h00, time limit for one crew to lodge a protest in respect of the ISAF classification of another crew.

10. NATIONALITY

At least 50% of the crew (rounded up) shall comprise people of the same nationality of that of the club of the Challenge or whose main country of



domicile since 1st September 2008 is the same as that of the Challenge. Evidence of nationality, country of domicile or birth may be requested.

11. ISAF SAILOR CLASSIFICATION CODE OF PARTICIPANTS

The ISAF Sailor Classification Code 22 shall apply:

The crew of each boat shall comprise not more than:

- 2 crew from group 3, for Class A
- 1 crew from group 3, for Class B
- 1 crew from group 3, for Class C

All other crew members must belong to groups 1 or 2.

A crew without his ISAF Sailor Classification Code, shall automatically be classified as group 3.

Crew must register on the ISAF site in order to obtain their Sailor Classification:
www.sailor.org/isafsailor

Owners must check the classification of each member of crew before racing.

When a boat is recognized as being in breach of AC 9 and/or 10, she shall be disqualified from all the races she ran in breach. The Race Committee reserves the right to lodge a protest under RRS 69.

12. INSPECTIONS

Measurement and the equipment on board can be inspected between 7th and 8th September 2009 in Barcelona and throughout the event.

Inspections may also be carried out by drawing of lots throughout the event. Inspections may concern the sails, the OSR or the rating certificate. The International Jury will be notified of any breaches.

13. COMMUNICATIONS

13.1 Radio: The VHF channel used by the Race Committee for communications with competitors will be given in the Sailing Instructions.

13.2 Mobile telephones: They may be on board during the event as long as there is no breach of RRS 41.



13.3 Media: There is no objection to sending information to the media during the racing so long as there is no breach of RRS 41.

14. RANKING

Ranking shall be drawn up in accordance with the corrected time system of the IRC rule.

15. SCORING

15.1 Points shall be awarded per class in accordance with RRS Appendix A, « Low point scoring system » with the following amendments:

- a)** The total number of points for each boat shall be the sum of the points obtained in each race. (This changes RRS A.2).
- b)** The total number of points for each Challenge shall be the sum of the points of each boat of the Challenge.
- c)** Boats scored DSQ shall be awarded the points of a DNF plus one place. (This changes RRS A 4.2).
- d)** Points will be multiplied by the weighting factor of each race. (AC2).
- e)** In the event of a race not being run, the final score shall include all of the points obtained in all of the races run. The number of races run shall be the number of races required in order for the event to be validated.
- f)** Challenges which score an equal number of points in total, shall be differentiated by the number of points scored in the offshore race. If the ex-æquo remains, the Challenges concerned will be differentiated by the points scored in the last short race and so on back until the first race.

15.2 Penalties:

15.2.1 Penalties for breach of OSR: the International Jury may award a penalty of varying degrees, which may reach disqualification.

15.2.2 RRS44 shall apply to breaches of a rule of Part 2 of the RRS or of the COLREGS.

16. TROPHY AND PRIZES

16.1 Ranking of Challengers

The main Trophy is the **Trophée IRC MED CHALLENGE, Mediterranean Commodores' Cup** offered by the UNCL. It will be awarded to the winning Challenger of the event and will put into play each time the event is run.

The prize for the best offshore Challenge will be offered by the FNOB, awarded to the winning Challenger of the Offshore Race.



16.2 Individual ranking

Rankings will be drawn up individually and overall.

A total of 4 rankings will be drawn up and prizes awarded:

- Best overall IRC boat, offered by the RCNB
- Best Class A IRC boat, offered by the UVAI
- Best Class B IRC boat, offered by the RANC
- Best Class C IRC boat, offered by "PROPIRC"

17. RESPONSABILITY/LIABILITY OF THE ORGANISER, PARTNERS AND PARTICIPANTS

- The responsibility of the organizers and their partners shall be restricted to enduring the sporting fairness of the event.
Any other responsibility shall arise as a result of express contractual liability.
- **Attention is drawn to Fundamental Rule 4: The responsibility for a yacht's decision to race or to continue racing is hers alone.**
- Owners or skippers shall each be personally liable for damage to property and personal injury which may occur to themselves, their crew, to other yachts and for personal injury or damage to property of third parties. They are responsible for taking out the necessary insurance, be it for personal injury, loss or damage to property. Further, each participant undertakes to furnish a certificate confirming that the necessary insurance cover has been taken out, together with any exclusion clauses and third party indemnity in respect of any third party with whom he may come into contact within the context of the race or events relating thereto.

Note that the skipper is responsible with regard to the Organizers for taking out the necessary civil liability insurance with a minimum cover of 1.5 million Euros.

Written evidence of such cover must be submitted to the Organization no later than at the time of the boat's registration.

Failure of a skipper to provide such evidence shall mean that the boat will not be authorized to start the race. In such cases, the entry fee will not be refunded.

Actual absence of third party liability cover shall not give rise to any liability on behalf of the Organizers or their partners.



- A fundamental condition of participation shall require the owner and/or the skipper to attach the signed official waiver form to the boat's registration form. The official waiver form waives any right to pursue a claim against the organizers, their principals and agents together with their insurers, as set out in Appendix N°3.

18. LOGISTICS IN BARCELONA

The RCNB is making its facilities available to competitors.

Real Club Nautico de Barcelona (RCNB): Muelle de España - 08039 Barcelona (Espagne) *tel:* + 34 93 221 65 21 - *E mail:* info@rcnb.com

A list of the names and telephone numbers of shipyards together with the prices negotiated shall be supplied by the RCNB.

Special accommodation conditions in Barcelona have been negotiated by the FNOB.

The list of hotels and rented accommodation will be provided by the RCNB.

KEY DATES

Until 31 st July	Challenges launched by the clubs Balance of entry fee to be paid to the RCNB
27 th August	Deadline for Endorsed IRC Certificates Deadline for changing boat Sailing Instructions issued
29 th August	Marina free in Barcelona
1 st September	Full crew list to be sent to UNCL
7 th September	10h00 deadline for boats arriving in Barcelona
8 th September	14h00 deadline for lodging of protests against ISAF Sailor Classification of participants
9 th September	Deadline for lodging protests is also the deadline for participants to lodge protests in respect of rating
19 th September	End of free marina in Barcelona



**IRC MED CHALLENGE 2009, Mediterranean Commodores' Cup
APPENDIX 1**

CHALLENGER ENTRY FORM

I, the undersigned

Acting in my capacity as Chairman of the CLUB whose contact details are set out below :

NAME OF CLUB	
NATIONALITY :.....	
Postal address of Club :	
.....	
.....	
Telephone :	FAX :
E mail :.....	Website :.....

wish to enter a Challenge in the IRC MED CHALLENGE 2009 , Mediterranean Commodores' Cup in Barcelona.

Names of boats:

Class A :TCC :.....

Class B :TCC :.....

Class C :TCC :.....

Drawn up inon

CHAIRMAN'S SIGNATURE

To be sent before 31st July 2009 to the UNCL Face au 36 quai Alphonse Le Gallo – 92100- BOULOGNE BILLANCOURT –FRANCE or to sviant@uncl.com



**IRC MED CHALLENGE 2009 Mediterranean Commodores' Cup
APPENDIX 2
BOAT ENTRY FORM**

I, the undersigned
Acting in my capacity as Owner and/or Skipper
 hereby enter the boat, whose characteristics are as set out below, in the IRC
 MED CHALLENGE 2009, Mediterranean Commodores' Cup :

<p>NAME OF BOAT.....</p> <p>Sail N°TCCCLASS :.....</p> <p>Type du bateau :</p> <p>LOA Beam Draft</p> <p>LAST NAME & FIRST NAME OF OWNER</p> <p>POSTAL ADDRESS:.....</p> <p>.....</p> <p>Telephone :Mobile tel :</p> <p>E mail :</p>

<p>Contact details of a person ashore : LAST NAME, First name :..... Telephone 24H/24H :</p>

- I attach the following documents :
- Appendix 3 of the NoR
 - Boat identification documents
 - Boat's endorsed IRC certificate
 - Liferaft book
 - Civil liability insurance certificate
 - Photos of boat under sail
 - Photos of owner and/or skipper and crew

Drawn up inOn

SIGNATURE

**To be sent before 31st July 2009 to the UNCL Face au 36 quai Alphonse Le Gallo –
92100- BOULOGNE BILLANCOURT –FRANCE or to sviant@uncl.com**



IRC MED CHALLENGE 2009, Mediterranean Commodores' Cup

WAIVER OF RIGHT TO PURSUE

I, the undersigned,

Owner and/or Skipper,

Of the boat,

entered in the event IRC MED CHALLENGE 2009, Mediterranean Commodores' Cup hereby certifies that the information set out in the entry form is correct to the best of my knowledge.

I hereby certify having read and understood the provision of the Notice of Race and other official documents including the risks and dangers associated to the event and that I must ensure that I have full accident insurance cover for the duration of the race.

I hereby certify that I accept and assume full liability for any damage and accident arising as a result of the condition of the boat or the equipment on board, that I have noted the contents of paragraph 17 of the NoR regarding the liability of participants and that both I and my crew possess the qualifications, the skill and necessary to take part in this event.

I, the owner of the boat (if different) and my sponsors recognize that it is reasonable that all of those involved in the organization of the event be held free, in so far as the law so permits, from any liability concerning the event and that they be indemnified by me, the owner and the sponsors in respect of claims made by any one of us against whosoever may be involved in the organization.

If, for any reason and/or circumstance whatsoever, the IRC MED CHALLENGE 2009 Mediterranean Commodores' Cup should not be held, the organization shall not be held liable for any damage or loss sustained.

Drawn up in, on

Signature preceded by the manuscript note « Read and approved »

Skipper and/or owner

To be attached to the entry form



IRC MED CHALLENGE 2009, Mediterranean Commodores' Cup

APPENDIX 4

AUDIOVISUAL APPENDIX

I, the undersigned

Owner and/or skipper of the boat

.....

Entered in the IRC MED CHALLENGE 2009, Mediterranean Commodores' Cup

Hereby certify assigning free of charge to the organizers of the IRC MED CHALLENGE, Mediterranean Commodores' Cup and to the event's sponsors, the right and permission to use my name, my voice, my image and those of my crew together with images of the boat in any media form whatsoever (television, newspapers/magazines, internet media), including video images, with the sole aim of supplying information relating to the IRC MED CHALLENGE Mediterranean Commodores' Cup and our participation in the event.

Date

Signature of the boat's Owner or Skipper

To be attached to the entry form